General Municipal Plan

ACKNOWLEDGEMENTS

The Redwater General Municipal Plan program was initiated by an agreement between the Edmonton Regional Planning Commission (now the Edmonton Metropolitan Regional Planning Commission) and the Town of Redwater.

Background studies and the General Municipal Plan Bylaw were prepared by staff of the Edmonton Metropolitan Regional Planning Commission in consultation with Town Council. Valuable assistance was provided throughout the program by Mr. Keith Miller, Town Administrator.

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TABLE OF CONTENTS

Page

ACKNOWLEDGEMENTS i

TABLE OF CONTENTS iii

LIST OF FIGURES v

LIST OF TABLES v

COUNCIL'S FOREWORD vi

1.0 URBAN SETTING 1

2.0 LAND USE 2

2.1 Transportation, Communication and Utility Uses..... 3
2.2 Residential Areas..... 4
2.3 Public and Semi-Public Uses..... 5
2.4 Industrial Areas..... 7
2.5 Commercial Areas..... 7

3.0 HISTORICAL GROWTH 9

4.0 FUTURE GROWTH PROSPECTS 10

4.1 Industrial..... 10
4.2 Commercial..... 10
4.3 Population..... 11

5.0 PLAN OBJECTIVES 12

5.1 Industrial Development..... 12
5.2 Commercial Development..... 13
5.3 Residential Development..... 14
5.4 Community Facilities..... 15
5.5 Transportation and Municipal Services..... 17
5.6 Community Development..... 19

6.0 INDUSTRIAL POLICY 20

6.1 East Industrial Area..... 20
6.2 Site Planning..... 20
6.3 Development Opportunities..... 21

TABLE OF CONTENTS

Page

7.0 COMMERCIAL POLICY 22

7.1 Central Area..... 22
7.2 Site Planning..... 23
7.3 Highway Commercial Areas..... 24
7.4 Neighbourhood Commercial Centres..... 24

8.0 RESIDENTIAL POLICY 25

8.1 Housing Mix..... 25
8.2 Neighbourhood Planning..... 25
8.3 Subdivision and Site Planning..... 26
8.4 Central Area..... 27
8.5 Development Phasing..... 28

9.0 COMMUNITY FACILITIES POLICY 29

9.1 Central Area Facilities..... 29
9.2 Neighbourhood Facilities..... 29
9.3 Recreation Areas and Facilities - General..... 30
9.4 Cultural Facilities..... 31
9.5 Programs..... 31
9.6 Protective/Emergency Services..... 32
9.7 Health and Social Services..... 32
9.8 School Facilities..... 33

10.0 TRANSPORTATION AND MUNICIPAL SERVICING POLICY 34

10.1 Transportation..... 34
10.2 Municipal Services..... 35
10.3 Pipelines..... 36

11.0 COMMUNITY DEVELOPMENT POLICY 37

11.1 Activity Centers..... 37
11.2 Community Redevelopment..... 37
11.3 Citizen Participation..... 37
11.4 Social Impact..... 38
11.5 Historic Preservation..... 38

12.0 FUTURE DEVELOPMENT PLAN 39

LIST OF FIGURES

		Follows Page
FIGURE 1:	Urban Setting	1
FIGURE 2:	Existing Land Use	2
FIGURE 3:	Pipelines	4
FIGURE 4:	Residential Areas	4
FIGURE 5:	Recreation Areas and Facilities	5
FIGURE 6:	Regional Setting	10
FIGURE 7:	Management Areas Ranked by Life Cycle Group, 1981	15
FIGURE 8:	Future Development Plan: Urban Form Concept	39
FIGURE 9:	Future Development Plan: Proposed Development Areas	39

LIST OF TABLES

		Page
TABLE 1:	Redwater Land Use Summary	2
TABLE 2:	Redwater Recreation Areas	6
TABLE 3:	Redwater Commercial Space	8
TABLE 4:	Stage in Family Life Cycle	15
TABLE 5:	Priority Management Areas	16

COUNCIL'S FOREWORD

Section 63(c) of the Planning Act, R.S.A., provides considerable municipal discretion concerning the contents of general municipal plans. Beyond the requirements of Section 63(a) (i.e. describing the land uses proposed and the manner of and proposals for future development), and Section 63(b) (i.e. designating or describing the areas that would, in the opinion of the Council, be suitable for an area structure plan or an area redevelopment plan, or both), the Town of Redwater's general municipal plan program has been used to develop, insofar as is possible, objectives and policies aimed at:

(a) improving school facilities;

(b) maintaining existing levels of protective emergency services;

(c) encouraging commercial development;

(d) improving the downtown, in particular

  (i) alleys,

  (ii) parking facilities, and

  (iii) the appearance of buildings;

(e) encouraging industrial development;

(f) promoting community identity/spirit;

(g) upgrading run-down areas;

(h) improving the quality of existing recreational facilities in general and providing more recreational facilities;

(i) expanding recreational programs, in particular for teens;

(j) expanding social service programs, in particular to include day-care/afterschool-care facilities and to establish a local social services office;

(k) expanding arts and crafts programs and cultural activities and facilities, in particular for adults and teens;

(l) improving library and museum facilities;

(m) preserving buildings having historic and/or architectural value; and

(n) providing additional health services.

Town Council is required to take action on a variety of specific proposals, policies and laws that are directly concerned with land use and development. The general municipal plan will enable Council to make its decisions on these matters on the basis of a comprehensive set of general, long-range policies which have been carefully formulated and adopted. Thus, current issues will be viewed in terms of what the Council has decided is a desirable form of future land use and development.

Through the general municipal plan, Town Council clearly states policies on land use and development to others (i.e. the Edmonton Metropolitan Regional Planning Commission, municipal departments, government agencies, private developers and the general public). This will enable public and private interests to undertake their activities in conformance with municipal objectives and policies.

Annual review and amendment are desirable in order to keep the general municipal plan up to date. It requires Council to decide whether any of the policy statements should be modified in light of land use and development activities during the previous year. It will also serve to remind Council or inform any new members of Council of the general municipal plan's contents.

There should be a thorough review of the entire general municipal plan at least every five years. This review should be comparable to efforts undertaken at the time of its original preparation.

Amendments will be made at any time Council deems appropriate. When a major development proposal or land use issue comes before Council, members must study the general municipal plan policies that apply to the issue and review the rationale for the policies. If the policies are reaffirmed, no change to the general municipal plan is necessary, but if they are changed, then the general municipal plan should be amended.

PART 1

Urban Setting

36 V

1.0 URBAN SETTING

The Town of Redwater is situated above the valley of the Redwater River (Figure 1). Gently sloping to the northeast, the land surface drops 15 meters (49.2 ft.) over a distance of 1.6 kilometers (1 mile) to the river's edge. Two benches paralleling the river account for most of the change in elevation. Except for those two benches the Redwater area is undulating/depressional havir.; slopes of less than five percent and is characteristic of the Redwater River drainage basin. Encompassing an area of 1 490 km^2 (575 mi^2), the basin consists of a series of sloughs and potholes, many of which are isolated or at least experience flow through into the downstream drainage system only after periods of high precipitation. Approximately .4 to .8 kilometers (1/4 to 1/2 mile) northeast of the Town, the Redwater River flows in a southeasterly direction discharging into the North Saskatchewan River, 11 kilometers (6.8 miles) southeast of the Town.

As a result of the Redwater area's glacial history, a variety of surficial geologic deposits are likely to be found locally. The ranges of material properties and indices of similarly classified deposits in the Edmonton area have been identified; however, whether or not local deposits exhibit similar characteristics has not been determined. Variability in soils is also likely to be encountered. In general, it would appear however that soils having higher capability for agriculture are more likely to be found to the west of Town, whereas poorer soils, i.e. dune sand and solonetzic soils are more likely to be found to the east and to the southeast. The Redwater area has, for the most part, been cleared for agricultural use.

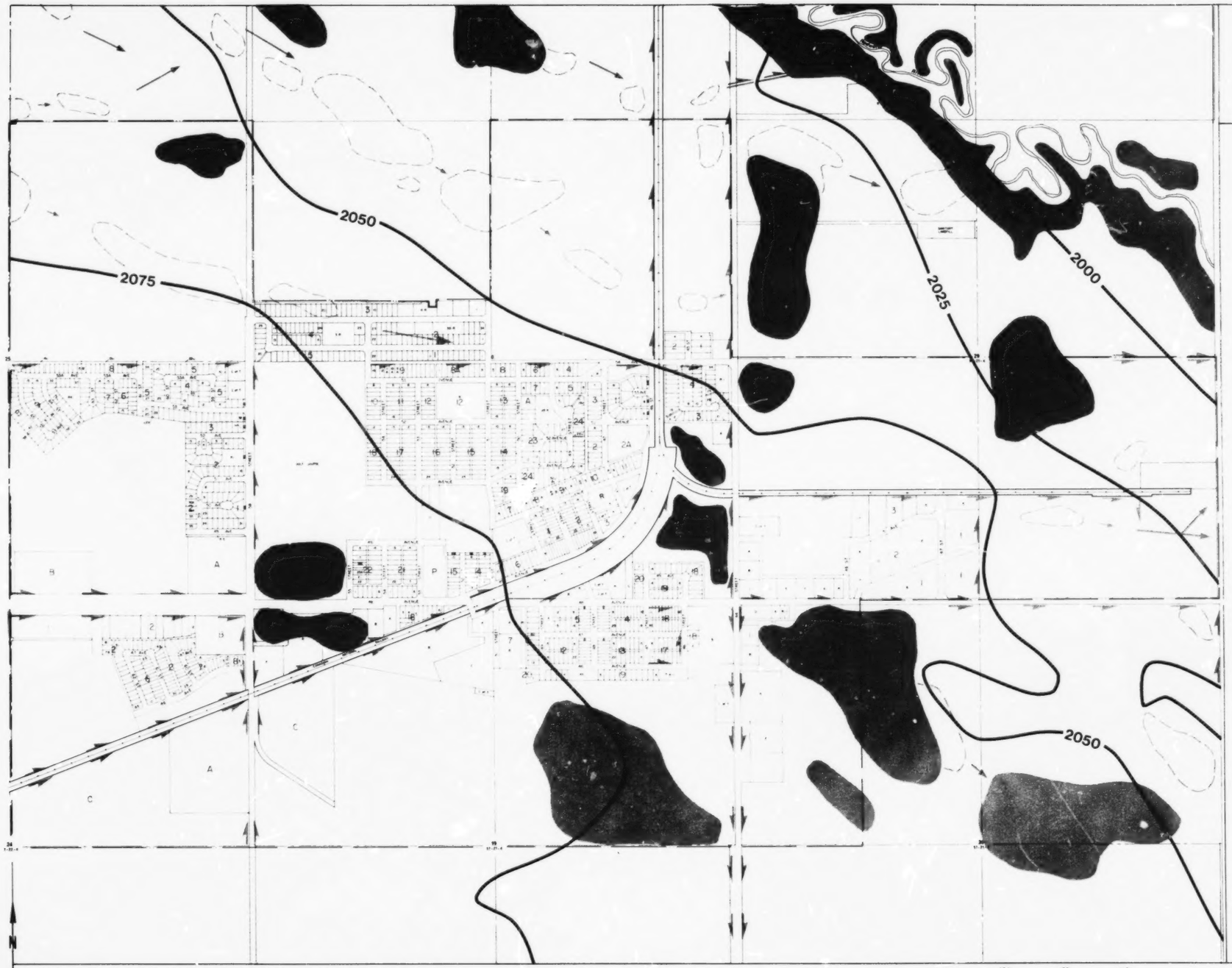


Figure 1

URBAN SETTING

2000 — Topographic Contour

Tree Cover

Existing Slough

Existing Ditch

Source: NTS 83H/14, 1973
Aerial Photos 1976, Department of Lands and Forests
A.E.S.L. Town of Redwater Municipal Servicing Report 1980

General Municipal Plan — Edmonton Metropolitan Regional Planning Commission — **TOWN of REDWATER**

PART 2

Land Use

2.0 LAND USE

The total land area within the present Town boundaries amounts to 696 hectares (1,719 acres). About 510 hectares (1,260 acres), or 73 percent of the total, is vacant land. Transportation, communication and utility uses account for about one-third of all developed urban land, residential uses for 25 percent, public and semi-public uses (buildings and open space) for 25 percent, industrial uses for 15 percent, and commercial uses for the remaining 2 percent (Figure 2 and Table 1).

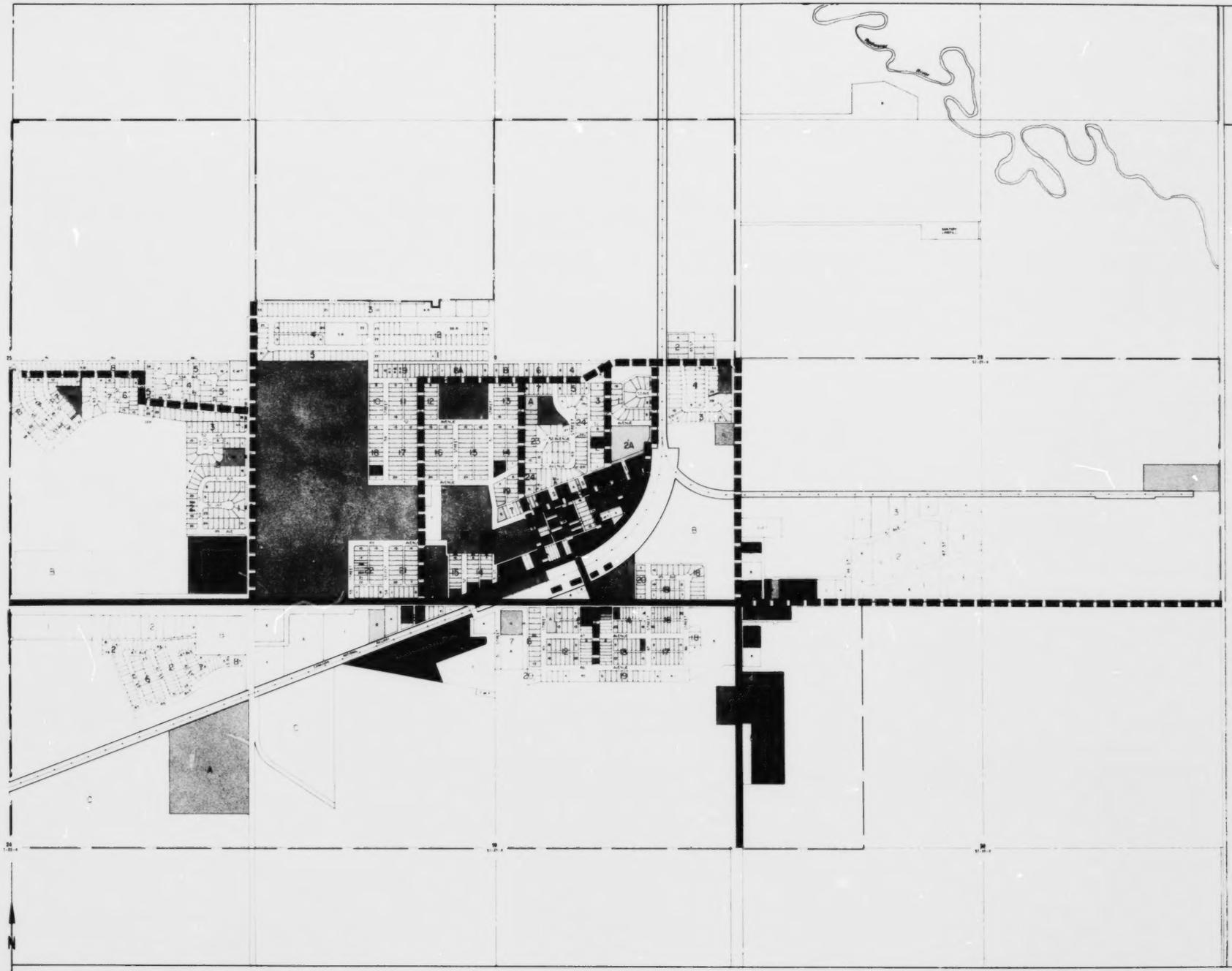
TABLE 1

REDWATER LAND USE SUMMARY (April, 1981)

LAND USE		HECTARES	ACRES
Residential			
	Single Detached Dwelling	41.90	103.52
	Duplex	.09	.22
	Fourplex	.10	.24
	Multiple Family (Apartment and Townhousing)	1.20	2.97
	Mobile Home	1.50	3.71
	Senior Citizens' Lodge	1.25	3.08
	Subtotal	46.04	113.74
Commercial		4.08	10.10
Industrial			
	Non Manufacturing	12.94	31.86
	Manufacturing	12.09	29.90
Public/Semi-Public			
	Buildings	9.39	23.21
	Open Space	37.23	91.99
Transportation and Utilities			
	C.P.R. R/W	14.83	36.65
	Roads and Lanes	46.50	114.90
	Utilities	2.26	5.58
	Communication	.04	.10
	Subtotal	185.36	458.03
Vacant		510.28	1,260.89
	TOTAL	695.64	1,718.92

Figure 2

EXISTING LAND USE



- Low Density Residential
- Medium Density Residential
- Commercial
- Industrial (Non-Manufacturing)
- Industrial (Manufacturing)
- Public / Semi-Public
- Public Open Space & Recreational Facilities
- Transportation, Communications & Utilities
- Vacant, Extractive & Agriculture
- Arterial Roadway
- Collector Roadway

Source: The Town of Redwater Transportation Study, 1981

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2.1 TRANSPORTATION, COMMUNICATION AND UTILITY USES

This category includes rights-of-way, and structures such as substations, sewage and refuse disposal facilities, water tanks, reservoirs, and pumping stations which are normally associated with transportation, communications and/or utilities.

2.1.1 Roadways

Redwater is served by two provincial highways, Highway #28 and Highway #38. Highway #38 links directly with Highway #28 one-half mile west of the Town and with Highway #45 (via the Vinca Bridge) approximately 38.6 kilometers (24 miles) southeast of the Town. Highway #28 provides access to Edmonton to the southwest and to Cold Lake and Grand Center to the northeast.

Internally, the major collector roads providing access onto Highway #38 (48th Avenue - 44th Street - a major urban arterial) either directly, or indirectly via 49th Avenue (a major urban arterial) are:

(a) 58th Street,

(b) 53rd Street and

(c) 50th Street.

2.1.2 Railway

The Canadian National Railways' Coronado Subdivision line runs through the Town in a southwest-northeast direction. The rail is in good condition and has a gross carrying capacity of 220 thousand pounds.

The possibility of even greater heavy oil development in the tar sands may have a bearing on future traffic in the Coronado Subdivision. The Coronado Subdivision together with the C.N.R.'s Lac La Biche line (recently purchased from the NAR) would likely become the single link to Cold Lake, Grand Centre and Fort McMurray and the number of trains would likely increase to 6-7 per day from 2-3 per day. Oil byproducts are most likely to be shipped from the tar sands along the Coronado Subdivision. Such shipments have been estimated at 5 million tons of byproducts per year requiring 2 - 2-1/2 trains per day. Construction materials would likely be shipped the other way.

2.1.3 Pipelines

Within the Redwater area pipeline rights-of-way exist for purposes of collecting oil and gas from well sites and batteries; transporting oil and gas products; collecting and disposing of salt water; supplying natural gas to consumers; and, collecting and disposing of sewage (Figure 3).

Pipeline rights-of-way are found extensively throughout the area particularly in:

(a) Section 29-57-21 (except the SW-1/4);

(b) N-1/2-30-57-21 and

(c) Section 20-57-21 (except the SE-1/4).

2.2 RESIDENTIAL AREAS

Housing in Redwater may be classed as either low density (single detached dwellings, duplexes and mobile homes) or medium density (triplexes, fourplexes, town houses, walk-up apartment buildings, suites, and the senior citizens' lodge). Housing is presently concentrated in five distinct areas (Figure 4).

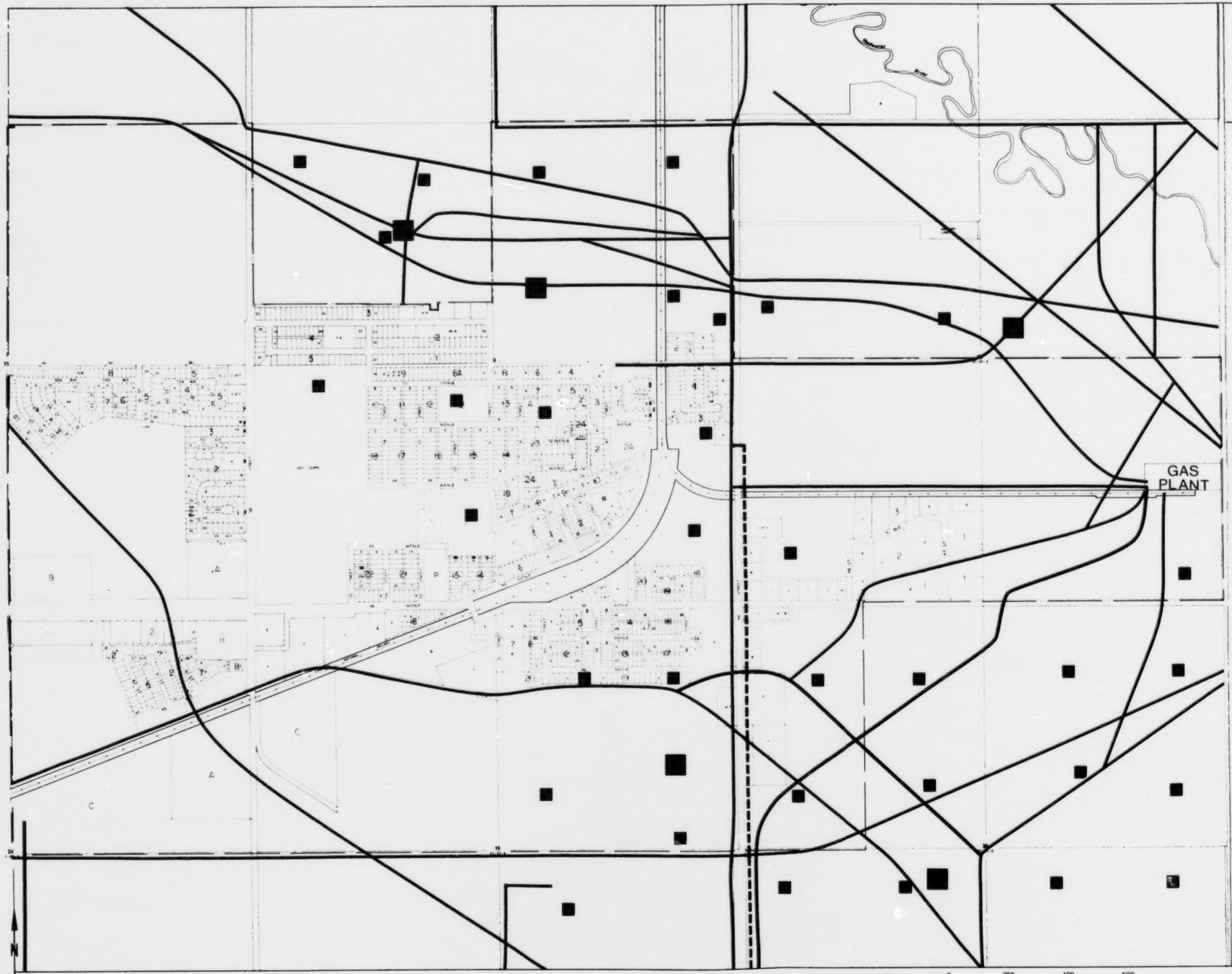
(a) Southside is comprised of single detached dwellings constructed, for the most part, during the oil boom era or circa 1950. More recent construction has taken place, however, north of 48th Avenue (late 1960s to early 1970s), west of 49th Street (1970s); and south of 46th Avenue (1977 and 1980). There is only one medium density dwelling in this area and it is located on 49th Street just north of 47th Avenue.

(b) The Core is an area of predominantly single detached dwellings. Like Southside, the area between the golf course and 50th Street is comprised of oil boom era housing (except for one dwelling built in 1930) and has a significant stock of housing built for the most part in the late 1960s and early 1970s. However, unlike Southside, newer homes are more randomly mixed with older homes. The area east of 50th Street was developed during the 1970s. The Core area contains most of Redwater's medium density housing including the Golden Villa Senior Citizens' residence located at the intersection of 47th Street and 51st Avenue.

(c) Eastview is comprised of a mobile home subdivision located south of 54th Avenue. North of 54th Avenue along 45th Street four mobile homes are found on conventional lots along with two single detached dwellings constructed in 1945 and 1948.

Figure 3

PIPELINES



Licenced Pipeline
Well Site
Battery
Water Supply Line

Source: E.R.C.B. Pipeline Platts

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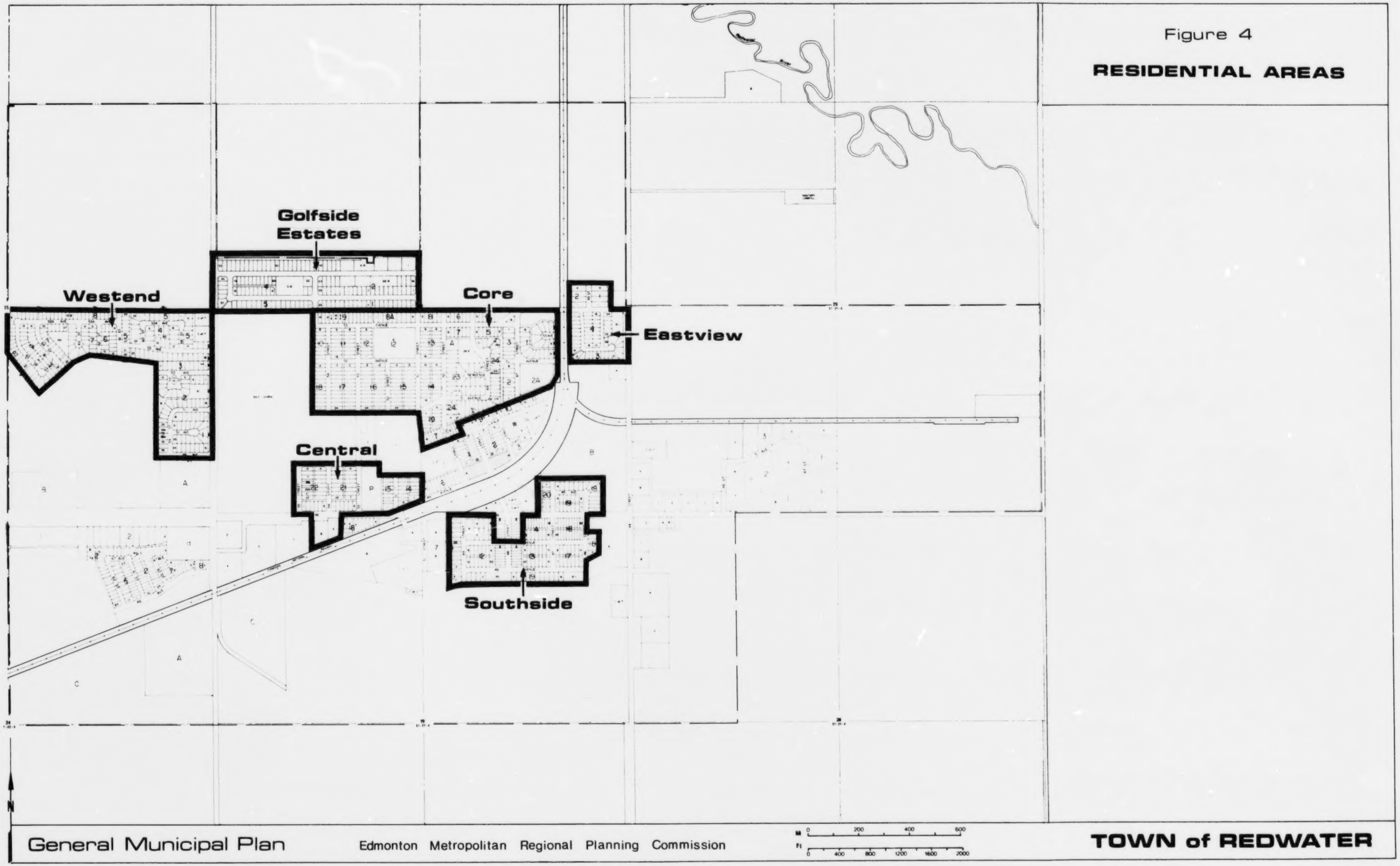
Figure 4

RESIDENTIAL AREAS



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TOWN of REDWATER

(d) Central is a residential area north of the railway tracks between 51st Street and 55th Street. Like the Core, newer homes built in the late 1960s and early 1970s and oil boom era structures are mixed randomly throughout the area. There is a medium density town housing development on the south side of 48th Avenue which was constructed in 1977.

(e) Westend is an area of low density residential development which began in 1974. The western portion of this area, a very recent subdivision, is mostly undeveloped.

2.3 PUBLIC AND SEMI-PUBLIC USES

2.3.1 Public and Semi-Public Buildings

This category includes schools, government buildings, hospitals, religious institutions and museums. The majority of public and semi-public buildings are located in the downtown area.

2.3.2 Public Open Space and Recreational Facilities

This category includes public parks, tot lots, playgrounds (including those associated with schools), ornamental parks, and public recreational facilities (curling rinks, ice rinks, swimming pool, golf course, ball diamonds, tennis courts, and soccer and football fields) (Table 2).

The golf course and playgrounds associated with nearby schools, together with the Multiplex, the swimming pool and Pool Park, combine to form a major focus for recreational activity centrally located within the Town. Moreover, public open space and recreational facilities appear to be evenly distributed throughout the Town with the exception of Southside (Figure 5).

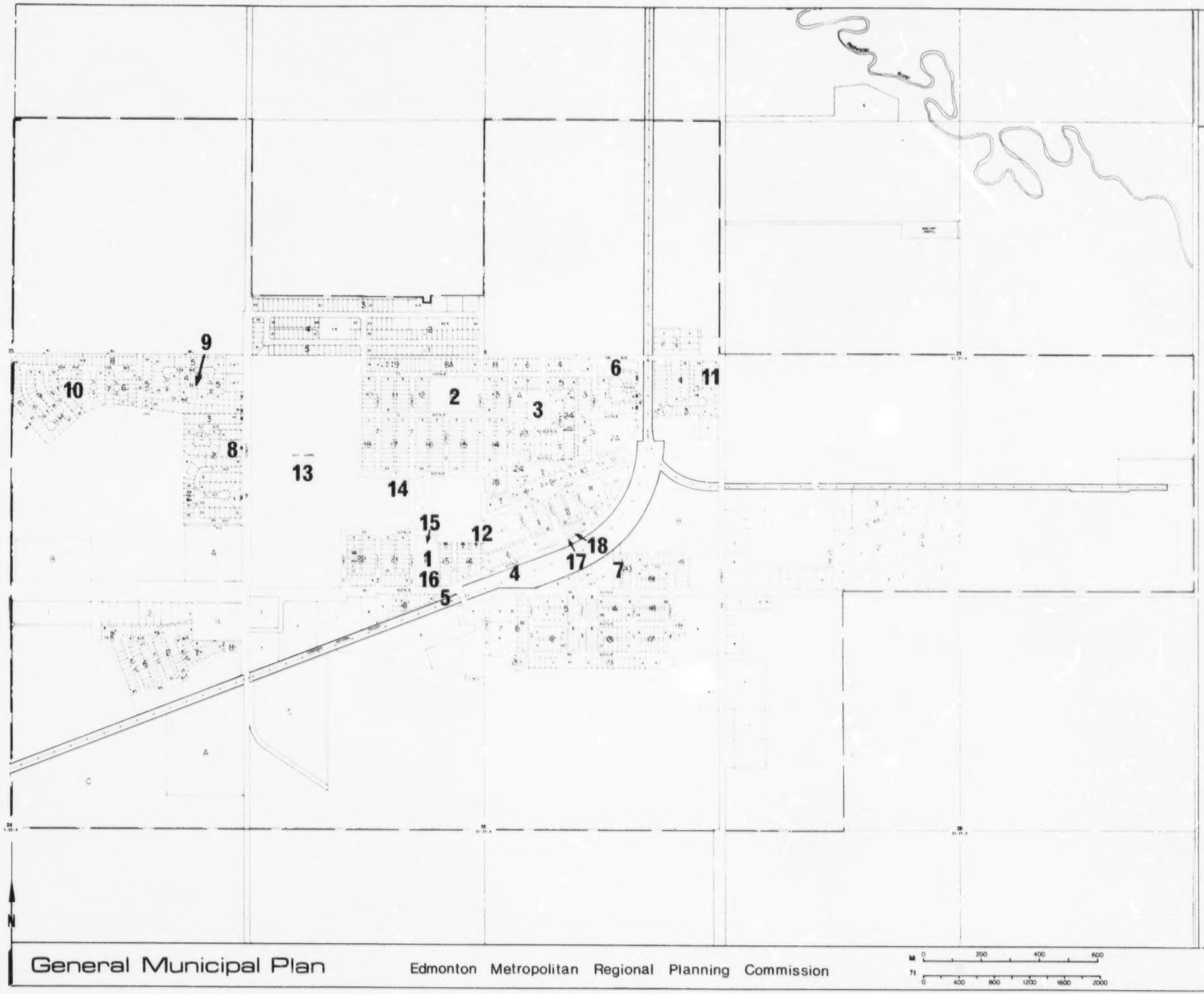

Figure 5

PARKS, RECREATION SITES and RECREATION FACILITIES

1. Pool Park
2. Centennial Park
3. Patony Park
4. Devonian Park
5. Entrance Park
6. Northend Park
7. Lions Park
8. Westend Park
9. Totlot (R-3)
10. Park Reserve
11. Mobile Court Park
12. Redwater School & Schoolground
13. Redwater Golf Course
14. Multiplex
15. Swimming Pool
16. Tennis Courts
17. Pool Hall & Recreation Centre
18. Roxy Theatre

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TOWN of REDWATER

TABLE 2

REDWATER RECREATION AREAS[1]

OPEN SPACE AREA	TOTAL AREA OF PARCEL	
Westend Park	.40 ha	(.99 ac.)
Tot lot (R-3)	.12 ha.	(.29 ac.)
Park Reserve (R-4)	.49 ha.	(1.20 ac.)
Centennial Park	1.99 ha.	(4.91 ac.)
Pool Park	1.38 ha.	(3.41 ac.)
Patony Park	.66 ha.	(1.64 ac.)
Northend Park	.54 ha.	(1.33 ac.)
Lions Park	.36 ha.	(.88 ac.)
Devonian Park	1.17 ha.	(2.89 ac.)
Mobile Home Park (R-1)	.44 ha.	(1.08 ac.)
Entrance Park	.11 ha.	(.27 ac.)
TOTAL RECREATION OPEN SPACE (excluding golf course)	7.65 ha.	(18.89 ac.)
Redwater Golf Course	27.60 ha.	(68.14 ac.)
TOTAL MUNICIPAL RECREATION OPEN SPACE	35.25 ha.	(87.03 ac.)
Redwater School and Grounds	3.77 ha.	(9.32 ac.)
TOTAL GROSS ACREAGE OF RECREATION OPEN SPACE	39.02 ha.	(96.35 ac.)

NOTE: [1] This does not include the 3.10 ha. (7.66 ac.) Multiplex site.

2.4 INDUSTRIAL AREAS

Industrial activity in Redwater is either of the non-manufacturing type (lumber and other building material dealers, general warehousing, wholesaling with stock, construction contractors, petroleum related transportation services and storage) or of the manufacturing type (petroleum products, metal fabrication or sign fabrication).

Although most industries are located east of 44th Street, smaller concentrations are found:

(a) at the intersection of 48th Avenue and 48th Street;

(b) along 50th Avenue between 46th Street and 47th Street;

(c) west of 51st Street - south of the CNR tracks and

(d) on the west side of 58th Street - south of the CNR tracks.

2.5 COMMERCIAL AREAS

Commercial activity in Redwater presently includes both retail commercial uses (general merchandise stores, building materials and hardware stores, vehicle and accessories sales, apparel and accessories stores, specialty stores, food stores and eating establishments) and service commercial uses (medical services, business services, personal services, entertainment/amusement services and accommodation services). Practically all commercial land uses are located within the downtown area roughly bounded by 50th Avenue on the north, 47th Street on the east, 49th Avenue on the south, and 51st Street on the west. Only a small amount of strip commercial development along 48-49th Avenue, between 51st Street and 54th Street, is located outside the downtown area.

The majority of commercial buildings in the downtown area were constructed circa 1950, during the oil boom. The oldest commercial buildings however do date back to 1930 and are presently occupied by E and S Motorcycle Sales and Mobile Mechanical. There are also a substantial number of commercial buildings in the downtown area less than five years old. Many of the older commercial buildings are used partly as residences. There are also older single detached dwellings in the core (one was built in 1925) on the west side of 48th Street as well as a six unit two-storey apartment building (vacant) constructed in 1976 on the northwest corner of the intersection of 50th Avenue and 48th Street.

As shown in Table 3, the total commercial space presently in use in the Town of Redwater amounts to 12 652 sq. m. (136,180 sq. ft.) of GLA (Gross Leasable Area). Retail trade occupies 42.1 percent of this total, with the rest distributed among service trade (30.5 percent), office development (22.4 percent), and vacant space (5 percent).

TABLE 3

REDWATER COMMERCIAL SPACE, 1981

	Square Meters (feet) of GLA		Percentage of Subtotal	Percentage of Total
RETAIL ESTABLISHMENTS				
Food	821.6	(8,844)	15.4	
General Merchandise	796.7	(8,576)	14.9	
Automotive	2 138.7	(23,021)	40.1	
Clothing	530.3	(5,708)	9.9	
Hardware & Home Furnishings	523.7	(5,637)	9.8	
Miscellaneous Retail	520.0	(5,597)	9.8	
SUBTOTAL	5 331.0	(57,383)	100.0	42.1
SERVICE ESTABLISHMENTS				
Amusement and Recreation	256.5	(2,761)	6.6	
Personal Service	508.3	(5,471)	13.2	
Accommodation and Food	2 854.2	(20,722)	74.0	
Miscellaneous Service	239.8	(2,581)	6.2	
SUBTOTAL	3 858.8	(41,535)	100.0	30.5
OFFICE	2 829.5	(30,457)		22.4
VACANT	632.6	(6,809)		5.0
TOTAL	12 651.9	(136,184)		100.0

Notes: Gross Leasable Area (GLA) - is a total area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors - if any - expressed in square meters and measured from the center line or joint partitions and from outside wall faces.

Gross Leasable Area is all that area on which tenants pay rent; that is the area producing income. GLA lends itself readily to measurement and comparison. Because of this feature, GLA has been adopted by the shopping center industry as its standard for statistical comparisons.

Gross Leasable Area was estimated as being 85 percent of the total area of the commercial buildings in Redwater.

Source: Municipal Assessment Records.

PART 3

Historical Growth

3.0 HISTORICAL GROWTH

Before the oil boom of 1948 Redwater had an estimated 160 residents. There were four general stores, two garages, three grain elevators, a hotel and a blacksmith shop. Local commerce was closely associated with meeting the needs of families farming in the surrounding area.

After Imperial Oil Rig No. 1 became Discovery One in 1948, Redwater's population exploded. Field granaries, trailers and even old street cars hauled in from Edmonton were frequently converted into residences or business establishments. After the initial boom, the population quickly stabilized and then gradually declined, in the 1950s and 1960s, to just over 1,000 people. Redwater subsequently began performing a variety of oil field service and industrial functions in addition to agricultural service/commercial functions.

In the late 1960s, the Town began to grow once again. Taking advantage of federal industrial development grants, Imperial Oil constructed two fertilizer plants seven miles to the south and the Armco Co. built a culvert plant on the Town's outskirts in 1969, thereby broadening the existing petroleum-related industrial base. The year 1971 showed the greatest building growth since the oil boom and the population, which had fallen to 1,041 in 1966, rose to 1,287 in 1971. Since 1971, Redwater's population has been increasing at an average annual rate of 4.3 percent and, in 1981, the Town's population totalled 1,963.

PART 4

Future Growth Prospects

4.0 FUTURE GROWTH PROSPECTS

4.1 INDUSTRIAL

Industrial development, which started in Redwater in the late 1940s and which was based on very particular natural resource attributes, provided an important impetus for local population growth which tended to be largely independent of the developments in the rest of the province and the Edmonton region. However, more recent developments affecting the Town's population growth-namely, the Redwater Fertilizer Plant, the Armco culvert plant, and petrochemical production at Fort Saskatchewan, as their scale implies, are more closely related to emerging development trends in the rest of the province and in the Edmonton Region (Figure 6).

Given that the existing economic prosperity of the province and the Edmonton region will continue, the Town of Redwater can be considered to have good potential for future industrial development. The main factors reflecting positively on the Town's industrial development potential include:

(a) the existing tendency for population and industrial development to decentralize within the Edmonton metropolitan area;

(b) proximity to the developing petrochemical complex in the north-eastern corner of the metropolitan area;

(c) good accessibility (by road and rail) to the central city's industrial-business and commercial districts;

(d) a location adjacent to the main highway leading to the heavy oil and tar sands plant to be developed in northeastern Alberta;

(e) the ability to draw, not only upon its own expanding labour force, but also on the diversified and sophisticated labour pool of the City of Edmonton (particularly with the expected residential development of the newly annexed lands in the northeastern area); and

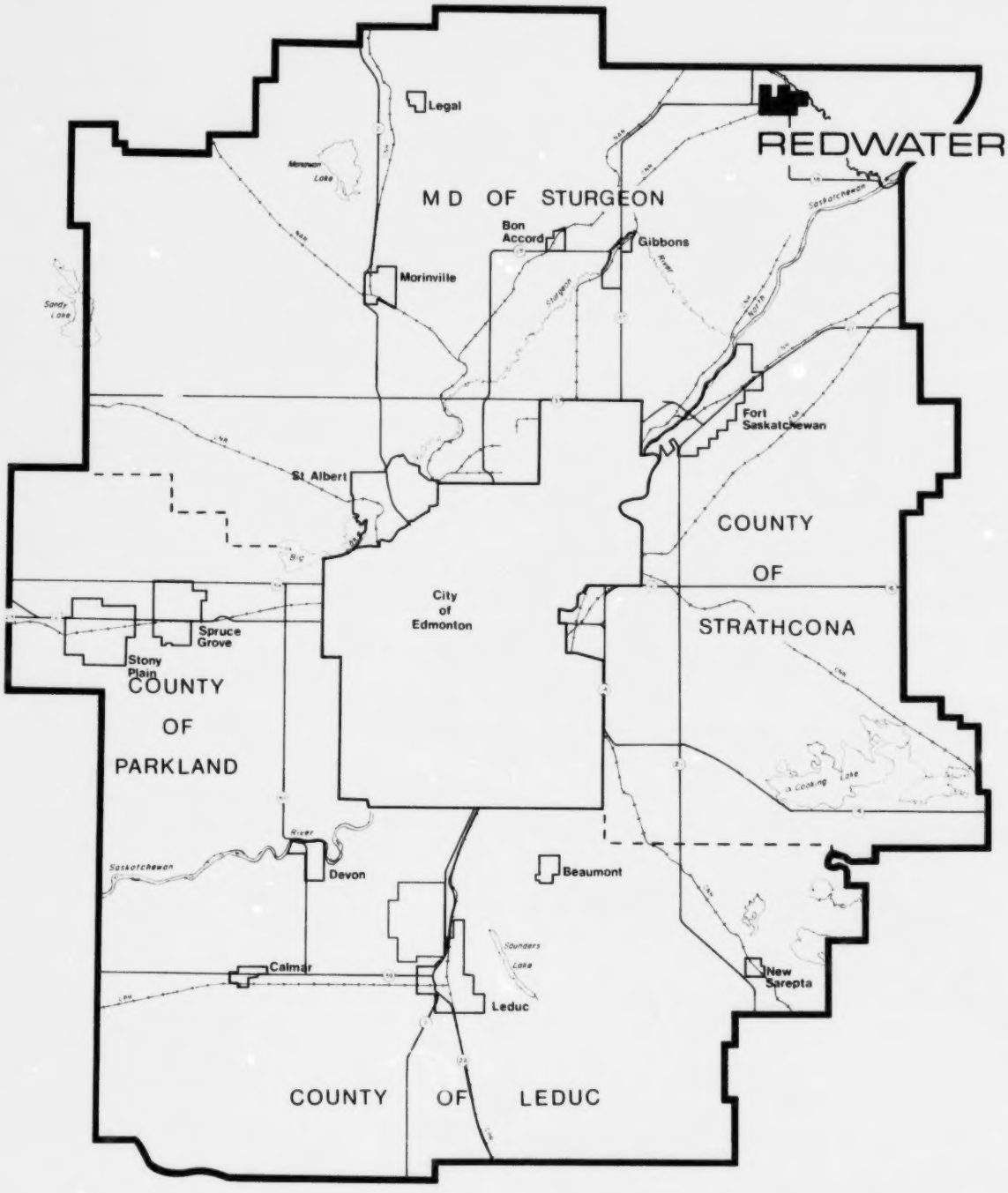
(f) the availability of modestly priced industrial land within the Town's boundaries.

4.2 COMMERCIAL

In 1978, the Town had 22 retail and 9 service trade establishments with $6.39 million and $2.37 million in annual sales, respectively. Total trade sales amounted in 1978 to $8.76 million and were 34.3 percent higher than those of the preceding year.

Figure 6

REGIONAL SETTING



Redwater's per capita service trade sales ($1,438), which in 1978 exceeded Alberta's average by 54 percent, indicate that the Town's commercial sector has an exceptionally strong service trade segment. Its retail trade component, however, does not appear to be so well developed. In 1978, Redwater's per capita retail sales (equal to $3,874) amounted to 92.5 percent of Morinville's, 88.1 percent of Fort Saskatchewan's, 41.2 percent of Westlock's, and 80.0 percent of the average recorded for Alberta as a whole.

Two main reasons account for the relative underdevelopment of the Town's retail sector. Firstly, Redwater has a significant retirement age group among its residents and as a result the average household income is lower than in the other metropolitan area municipalities where age groups in prime earning years are more predominant. Secondly, because of the relatively limited variety of locally offered goods and services and because of the proximity of the Town to competing retail establishments in the City of Edmonton and the Town of Fort Saskatchewan, Redwater's residents spend a large proportion of their shopping dollars beyond the Town's boundaries.

The recent expansion of the City of Edmonton to the northeast is likely to shorten the distance between Redwater and the City's future commercial facilities and can be expected to work against the diversification and strengthening of the Town's retail sector. On the other hand, the growing population size of the municipality, particularly if combined with increased incomes and the creation of additional employment opportunities in the Town's trade area, is likely to counteract these negative influences.

4.3 POPULATION

There are potentially numerous variables that could come into play to affect population change over the time frame of the general municipal plan to 2001 (e.g. economic conditions, government policies, etc.). As a result, a range of population change has been developed to reflect these kinds of uncertainties.

Population change in Redwater will increasingly become influenced by provincial and regional economic trends. Therefore, attention has been focussed on regional and municipal population projections developed as part of the Edmonton Regional Planning Commission's Regional Plan program. The resulting high population projection for Redwater for the period to the year 2001 was 4,200 (an average annual rate of growth of 4.0 percent). The magnitude of industrial development anticipated in proximity to Redwater, however does imply a higher average annual rate of growth for the town over the time frame of the general municipal plan than the average annual rate of growth from 1971 to 1980 which was 4.2 percent. Consequently, a future Town population of between 4,200 and 5,000 (an average annual rate of growth of 4.9 percent) is anticipated for general municipal planning purposes.

PART 5

Plan Objectives

5.0 PLAN OBJECTIVES

5.1 INDUSTRIAL DEVELOPMENT

- ***To realize Redwater's industrial development potential.***

Redwater's future industrial development is likely to be initially limited to additional smaller construction, trucking, manufacturing and wholesale establishments serving predominantly the local area market. When the Town's labour force enlarges and diversifies as the municipality grows and when the heavy petrochemical complex developing in proximity to the Town matures, Redwater's location is expected to become, increasingly more attractive to a variety of spinoff industrial activities serving larger area markets. The most likely industrial firms in this category would be secondary manufacturing plants (producing plastics, synthetic fibres, paints, etc.) with production based on a variety of primary petrochemicals. Some industrial-service firms can also be expected to locate in Redwater, particularly those serving the construction and operation of nearby heavy petrochemical plants as well as the heavy oil and tar sands oil extraction plants to be built in northeastern Alberta.

The fact that industrial firms considering Redwater as a location will be able to draw, not only on the local labour force, but also on the diversified labour pool of Edmonton, particularly with residential development of Edmonton's newly annexed lands in the northeastern area, can be regarded as a factor enhancing Redwater's potential for future industrial development.

Any strong tendency in the future, however, for population growth to decentralize within the metropolitan area, in combination with a limited amount of development in the field of secondary petrochemical manufacturing will mean that the Town's dormitory function may prevail. On the other hand, if metropolitan area municipalities within shorter commuting distances to Edmonton continue to accommodate population growth and if, at the same time, secondary petrochemical manufacturing activities grow at a rapid pace in the metropolitan area, Redwater's function will likely develop more toward an industrial role.

- ***To ensure an adequate supply of competitively priced industrial land.***

Future industrial land requirements have been projected to range, at the end of the time frame of the general municipal plan (2001), between 40.5 gross hectares (100 acres) and 121.5 gross hectares (300 acres).

This fairly wide range reflects the previously mentioned uncertainties concerning the future function of the Town within the metropolitan area. Also reflected is the uncertainty as to the land requirements of the secondary petrochemical manufacturing plants which may find Redwater's location satisfactory for their operations. It should be noted in this context that these secondary plants will be much more footloose than the heavy plants and that as a consequence they will not automatically locate in the municipalities closest to the heavy plants complex. Rather, their final distribution within the metropolitan area is likely to be determined by keen competition among practically all metropolitan jurisdictions.

5.2 COMMERCIAL DEVELOPMENT

- ***To realize the Town's commercial development potential.***

By the year 2001, Redwater's present trade area population of 5,400 is projected to range between 8,950 and 10,250. Continuing population growth in Redwater's trade area will help to expand the variety of local commercial services, and this expansion is expected to redirect the trade area population's shopping preferences towards the Town's commercial facilities.

Future population growth will also change the age composition of the Town's population in favour of higher labour force participation age groups which will stimulate growth in the average income of Redwater's households.

- ***To ensure an adequate supply of land to accommodate a variety of commercial activities.***

Two projections of future commercial space requirements have been prepared. One represents a minimum requirements' estimate and amounts to between 20 943 sq. m. of gross leasable land (225,430 sq. ft.) and 23 985 sq. m. of GLA (258,170 sq. ft.) by 2001. This amount of commercial space is expected to require between 7.52 net hectares (18.6 acres) and 9.20 net hectares (22.7 acres) of land. This projection has been based on the assumption that past trends will continue and that the present per capita commercial space requirements will remain the same.

The second projection, however assumes that as the average household income in Redwater increases, as the variety of local commercial services expands and patronage of the local trade facilities improves, the commercial space requirements per person for the Town's trade area will gradually rise from the present level of 2.34 sq. m. (25.2 sq. ft.) of GLA to 3.3 sq. m. (35.5 sq. ft.) of GLA by the year 2001.

This projection thus represents a maximum estimate of future commercial space requirements, ranging between 29 535 sq. m. (317,910 sq. ft.) of GLA and 33 825 sq. m. (364,090 sq. ft.) of GLA by 2001. This amount of commercial space can be expected to require between 11.53 net hectares (28.5 acres) and 13.86 net hectares (34.2 acres) of land.

5.3 RESIDENTIAL DEVELOPMENT

- ***To ensure an adequate supply of residential land and provide a suitable mix of housing to meet people's varying space requirements, economic circumstances and aspirations.***

People will continue to be attracted to Redwater by local employment opportunities, more affordable housing, a slower pace of living, a quieter and more peaceful setting, etc. As the Town grows, there will be a need, not only to provide more housing, but also to provide a greater variety of housing types.

Presently four areas are proposed for future residential development with the potential to accommodate an estimated 4,800 additional residents. Moreover, inasmuch as approximately 175 single-family lots and 45 mobile home sites are presently vacant, infilling will provide housing for approximately 660 additional residents.

Very importantly, recent proposals for residential development involve development of a significantly larger proportion of medium density housing types than that which presently exists in the Town. For example, 15 percent of all housing units proposed are of the medium density type whereas only 6 percent of all existing units in the Town are medium density types.

- ***To ensure the development of a residential environment which enhances the quality of life of the Town's residents.***

Neighbourhood satisfaction was found to be high in Redwater. Almost 95 percent of all households indicated they were satisfied with their neighbourhood as a place to live. The quality of the residential environment may however be adversely affected by future growth and development. Potential problem areas such as the undesirable effects of increased traffic and noise; inadequate public facilities; the intrusion of commercial and industrial land uses into residential areas; and, the design and distribution of multiple housing could arise.

One method of addressing these potential problem areas is to place considerable emphasis on neighbourhood design in the preparation and review of plans and development proposals. This emphasis will require the preparation of appropriate design policies and guidelines.

5.4 COMMUNITY FACILITIES

- ***To ensure the economical and efficient provision of community facilities and services to meet residents' needs.***

The quality of life enjoyed by residents will continue to be dependent upon the extent to which community facilities such as parks and recreation facilities, cultural facilities, schools, police and fire protection, and health and social services meet their needs.

The Redwater Community Survey offered valuable insights into the relative importance attached to various community facilities and services by households at different stages in the family life cycle (Table 4). It was obvious from the data that different life cycle groups often had different needs and consequently suggested different planning priorities (Table 5 and Figure 7).

TABLE 4

STAGE IN FAMILY LIFE CYCLE

Life Cycle Group	Number of Households	Adjusted Frequency*
Single adults	10	3.7
Couples without children	52	15.9
Couples with children	147	60.8
Single adults with children	10	3.7
Seniors	52	15.9

* Percentage of 271 households responding.

Figure 7

Management Areas Ranked by Lifecycle Group, 1981

TOWN of REDWATER

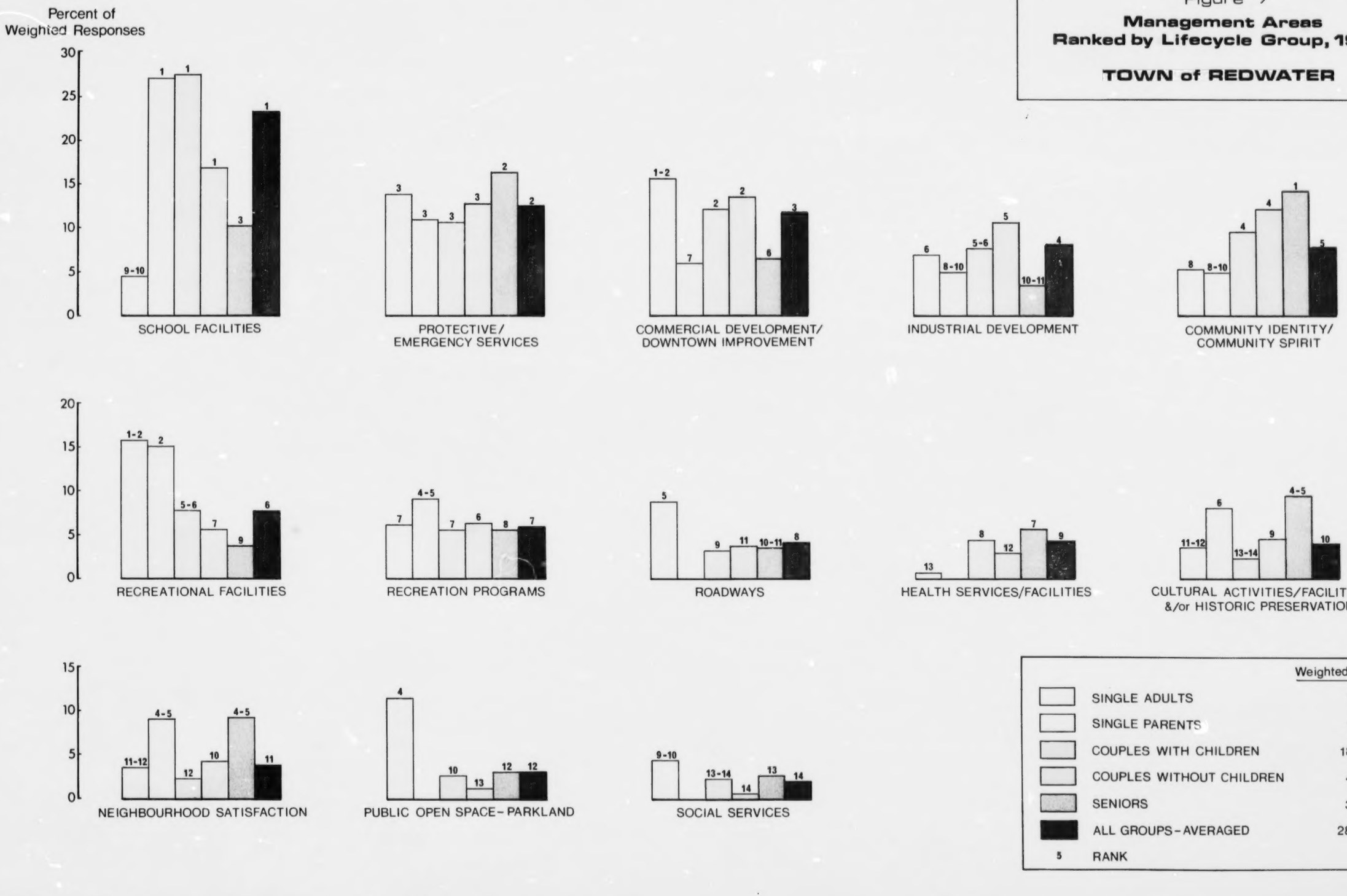


TABLE 5
PRIORITY MANAGEMENT AREAS

Management Areas	Overall Rank (% of responses)[1]	
School Facilities	First (23.2%)	Both Single Parents and Couples with Children felt 'School Facilities' to be the most important management area for immediate action. Couples Without Children also ranked it as their first priority possibly looking ahead to when they have children. The remaining two groups i.e. Seniors and Single Adults obviously had other priorities.
Protective/ Emergency Services	Second (12.4%)	Since Protective/Emergency Services are used by all groups, the tendency is for a fairly even ranking by all groups. Seniors apparently are more concerned about police protection (being more vulnerable) and relatively more concerned about ambulance services (being more prone to use it).
Commercial Development/ Downtown Improvement	Third (11.7%)	Single Adults ranked 'Commercial Development/Downtown Improvement' higher than any other group whereas Seniors and Single Parents (generally in the lower income range) were much less concerned about this particular management area.
Industrial Development	Fourth (8.0%)	Aside from Seniors (already past their working years) who rated Industrial Development lowest of any group, there were no appreciable differences among the rankings given it by the other groups.
Community Identity/ Community Spirit	Fifth (7.7%)	Since Seniors have deeper Community roots, they have ranked this particular management area first. Couples With Children and Couples Without Children also felt it to be an important management area. More mobile groups (including Single Adults and Single Parents) did not rank it highly.
Recreation Facilities	Sixth (7.7%)	Single Adults and Single Parents ranked Recreation Facilities and Programs higher than any other life cycle group.
Recreation Programs	Seventh (5.9%)	

[1] Percent of 2,837 weighted responses. Since households were asked to rank a maximum of five management areas for immediate action their responses were weighted. First priorities were given a weight of '5'; second priorities a weight of '4'; and so on, down to fifth priorities which were given a weight of '1'.

5.5 TRANSPORTATION AND MUNICIPAL SERVICES

- ***To ensure the development of a safe, economic, aesthetic and efficient transportation system.***

In August 1981, Delcan was commissioned to conduct a transportation study for the Town and to recommend a road system hierarchy to accommodate a future population of 6,100 by the year 2001[1]. The existing afternoon peak hour traffic volumes were also compared to the capacity of the roads and intersections in order to identify any existing deficiencies. This information supplemented by actual observation indicated that there were no deficiencies in the existing transportation system.

The most significant roadway improvements needed to accommodate a future population of 6,100 were identified as being:

(a) the widening of 48th Avenue to a four-lane undivided arterial standard from 44th Street west to 66th Street;

(b) the widening of 44th Street to a four-lane undivided arterial standard from the proposed 44th Avenue north to 48th Avenue;

(c) the upgrading of 44th Street to a paved two-lane arterial standard from 48th Avenue north to 54th Avenue; and,

(d) the eastward extension of 55th Avenue to tie directly into 54th Avenue thereby providing a continuous east-west collector roadway from 44th Street to 58th Street.

Apart from addressing the operational problem in the vicinity of the Redwater Hotel, no short-term roadway improvements or roadway staging requirements were identified. Moreover, the consultants indicated that although the widening of 48th Avenue and 44th Street to four-lane undivided arterial roadways will not be required until the last half of the planning period, as traffic volumes increase on 48th Avenue, it may be desirable to improve a number of intersections by adding turning lanes prior to widening the facility.

Review of projected volumes indicated that traffic signals would be warranted at four locations along 48th Avenue by the end of the planning period. However, none would be required for a minimum of ten years.

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1 Delcan, The Town of Redwater Transportation Study 1981.

- ***To ensure the development of an economical, efficient and environmentally acceptable municipal servicing system.***

Redwater's waterworks, sanitary sewer, and stormwater drainage system have been evaluated by Associated Engineering Services Ltd. Utilizing established design criteria, the engineering consultants concluded that the existing systems are reaching design capacities and would require improvements to meet the demands of future Town growth. Summarized below are the recommendations presented in the Municipal Servicing Report.[2]

(a) Waterworks System

To meet the water demand for peak hour and day water consumption and for firefighting purposes by the year 1991, a 50 l/s service pump and 133 l/s fire pump should be installed.

The addition of a 6 819 m^3 cell to the existing reservoir is required to provide adequate water storage until the year 1991.

Two secondary trunk mains are needed to serve the west, north and central areas of Redwater. Furthermore, a primary trunk main should be constructed along 44th Street to supply water to the industrial area east of 44th Street and future development areas south of 48th Avenue.

(b) Sanitary Sewer System

It was recommended that the capacity of the west trunk sewer near 58th Street and 54th Street be increased and that a sewer lateral be constructed along 44th Street.

In order to accommodate a population of at least 6,000 people, it was recommended that additional storage ponds (362 400 m^3), aerobic cells (52 200 m^3), and anaerobic cells (1 840 m^3) be provided adjacent to the existing sewage treatment facilities.

(c) Stormwater Drainage System

To provide protection from downstream erosion and flooding problems and to prevent overloading of the present system by future development, the consultants have proposed a comprehensive drainage system. The system will manage and control the rate of runoff from the study area and will incorporate the natural depressions in the land into a proposed retention pond system. Stormwater collected by the drainage ditches and storm sewers will be retained in retention ponds (a total of four ponds) before being discharged into the Redwater River.

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2 Associated Engineering Services Ltd., Town of Redwater: Municipal Servicing Report, July, 1980.

5.6 COMMUNITY DEVELOPMENT

- ***To promote a sense of community identity and spirit among residents.***

Within the context of the general municipal plan, community development consists of the development of such social support systems as friendship networks within the Town, participation in community organizations, civic affairs and leisure activities, and minimizing the negative social impacts of population and economic growth. The Town will continue to promote a sense of community among residents and will seek to maximize opportunities for social interaction, minimize the negative social impacts of development, and provide opportunities for citizen participation in community planning.

Redwater is a relatively stable community. The majority of households (62 percent) have been in Redwater for more than five years. Only 6 percent have resided in the community for less than one year, another 6 percent from one to two years, and 26 percent from two to five years. Moreover, almost 85 percent of all households indicated they were likely to remain in Redwater for the next 12 months. This stability results in a familiarity with the Town and fosters the development of social relations.

Another important aspect of community development in Redwater is minimizing the negative social impacts of future growth. Social impact assessment can serve as a tool for identifying the unintended, as well as the intended, effects of development. Through its use, decision-makers are able to assess the capability of a development proposal to conform to the objectives and policies of the community.

PART 6

Industrial Policy

6.0 INDUSTRIAL POLICY

6.1 EAST INDUSTRIAL AREA

6.1.1 An "East Industrial Area" encompassing lands east of 44th Street will be reserved for industry. This area has safe and convenient access to major arterials and to the Canadian National Railway's rail transportation facilities.

6.1.2 The Town will encourage concentrated industrial growth by directing future development to the East Industrial Area in order to minimize conflicts with neighbouring land uses, to facilitate the economical provision of municipal services, and to promote an efficient industrial land use pattern.

6.1.3 The Town may encourage the gradual relocation of certain industries (such as Redwater Concrete Ltd.) and commercial uses requiring extensive storage areas (such as Beaver Lumber) to the East Industrial Area or, in the latter case, to designated highway commercial areas.

6.1.4 The sizing and servicing of industrial sites should reflect the requirements of smaller construction, trucking, manufacturing and wholesaling activities anticipated in the short term and petrochemical-related spin-off activities such as plastics, synthetic fibres, paints, etc., anticipated in the longer term.

6.1.5 The Town will endeavour to ensure the most cost-effective development of land in the East Industrial Area. The Town may insist on the staging of development in order to minimize municipal servicing costs.

6.1.6 Existing and future industrial activities in the East Industrial Area will be protected by preventing encroachment of non-industrial uses and by requiring the preparation of area structure plans for the purpose of providing a framework for subsequent subdivision and development.

6.2 SITE PLANNING

6.2.1 The visual appearance of industrial buildings, the location of roadways, landscaping and buffering will be considered in order to ensure compatibility with surrounding uses. The Town will include building and landscaping standards in its land use bylaw as a means of encouraging the development of more attractive industrial structures and improving compatibility with surrounding uses.

6.2.2 Industrial development along the East Industrial Area's interface with the Southside Neighbourhood, that is along 44th Street, should have the best possible visual appearance.

6.3 DEVELOPMENT OPPORTUNITIES

6.3.1 The Town will seek the cooperation of other levels of government in promoting local industrial development opportunities. The emphasis in promotion will be on proximity to a large complex of petrochemical industries, accessibility (by road and rail) to Edmonton and to the heavy oil and tar sands plants to be development in northeastern Alberta, the ability to draw, not only upon its own expanding labour force but also on the labour pool of the City of Edmonton, the availability of modestly priced industrial land in the Town, and the urban amenities of the Town.

6.3.2 The Town will cooperate with local business groups in promoting the municipality as a good place to live and establish a business.

6.3.3 The Town may seek professional assistance and may more actively seek out industries which could locate in the Town and in its industrial park in particular.

6.3.4 Existing local industrial firms with growth potential will be encouraged to expand their production facilities.

PART 7

Commercial Policy

7.0 COMMERCIAL POLICY

7.1 CENTRAL AREA

7.1.1 The Town will ensure that the Central Area continues to be developed for civic administrative purposes. An attractive community focus for civic administrative and cultural activities could be developed in the future on the existing 1.4 hectare (3.4 acre) Primary School site. The area's potential for this type of development relates primarily to its central location, its size, and its relationship with public uses found close by (park, community-wide recreational and educational). A part of this site (.5 hectare) has recently been acquired by the Town.

In the future, this site could effectively serve to accommodate library, museum and civic administrative facilities, possibly as a modular, 'civic center' type complex starting with a library. Land use and development, along 50th Street between 50th Avenue and 49th Avenue, and also along the north sides of 49th Avenue and 50th Avenue between 50th Street and 51st Street, should be strictly controlled in order to enhance the development potential of this site for future public use.

7.1.2 The role of the Central Area as the primary commercial and business area will be preserved and strengthened. New office development and major commercial uses will be encouraged to locate within the Central Area and rehabilitation of potentially healthy commercial buildings which have deteriorated will be encouraged. Rehabilitative measures may involve structural repairs, cleaning, painting, or installing decorative features such as awnings, canopies, or shutters.

7.1.3 The Town will support the future development of a shopping center in the location indicated on the Future Development Plan (Figure 9). This location is more favourably situated, inasmuch as it lies within the designated Central Area, than is the alternative shopping center site proposed at the intersection of 44th Street and 48th Avenue.

7.1.4 The Town will endeavour to ensure that the maximum amount of land in the existing downtown area (designated C-1 in the Town's Land Use Bylaw) which is presently vacant or being used for residential purposes (an estimated 2.0 hectares [5 acres]) is developed or redeveloped for central commercial uses within the time frame of the general municipal plan. Should this be developed at the existing downtown density within the time frame of the general municipal plan, then an additional 6 800 sq. m. (63,050 sq. ft.) of commercial space would be created which would bring downtown commercial space to 18 880 sq. m. (193,050 sq. ft.), or about 53 percent of maximum future commercial space requirements, projected to be 33 825 sq. m. (364,090 sq. ft.).

To ensure that the downtown remains the primary area for commercial activity, it will be necessary to designate additional lands outside the present C-1 area for central commercial uses (see Figure 9). Redevelopment of existing residential properties within the expanded central commercial area should therefore be discouraged. At the existing downtown density these areas could accommodate an additional 3 570 sq. m. (38,500 sq. ft.) of commercial space.

7.1.5 The Town will encourage the development of an attractive pedestrian environment within the Central Area. This may involve: using building setbacks to create pedestrian rest areas and attractive landscaped niches at convenient locations; removing obstructions to pedestrian flow; providing sufficient sidewalk widths of at least three meters (10 feet); partially paving sidewalks with decorative materials, such as brick or stone; and clearly marking pedestrian crosswalks. Moreover, businesses may be encouraged to provide rear or side entrances to offer access to employee and customer parking areas.

7.1.6 The Town will endeavour to ensure an attractive street appearance by providing street furniture and landscaped areas which will give life and character to the street scene. Alleys should also be made attractive, illuminated for security reasons and improved, where necessary, for vehicular and pedestrian traffic.

7.1.7 Yards at the rear of business premises should be neat and properly maintained to present an attractive appearance to adjacent land uses. Dilapidated accessory buildings and all trash, debris and weeds should be removed.

7.1.8 The Town will endeavour to ensure that, insofar as is possible, businesses provide an adequate number of off-street parking spaces. Where necessary, privately owned parking areas may have to be supplemented by public parking facilities like that which has been provided within the Canadian National Railway right-of-way at the intersection of 49th Avenue and 48th Street to relieve pressure for parking in the vicinity of the Redwater Hotel.

7.2 SITE PLANNING

7.2.1 The Town will endeavour to ensure that adequate loading/unloading spaces are provided at the rear of business premises to discourage curb loading/unloading of goods.

7.2.2 Off-street parking areas should be properly drained, paved or gravelled, illuminated for night use, landscaped and screened by means of a fence, earth berm, or shrubbery.

7.2.3 Appropriate access for emergency vehicles should be provided to all buildings.

7.3 HIGHWAY COMMERCIAL AREAS

7.3.1 The Town will designate suitable areas outside the Central Area to accommodate commercial activities which serve the travelling public and/or which require large storage areas.

7.4 NEIGHBOURHOOD COMMERCIAL CENTRES

7.4.1 The Town may, in the future, identify areas for neighbourhood convenience shopping centres should the need arise.

7.4.2 A neighbourhood convenience commercial centre shall:

(a) not exceed 0.81 hectares (2 acres) in size;

(b) be located at least one half mile from the town centre along a collector or arterial roadway at neighbourhood entry points;

(c) contain a maximum gross leasable area of 1 858 m^2 (20,000 sq. ft.);

(d) provide proper buffer and visual screening from adjacent residential areas;

(e) provide adequate on-site parking and service access; and,

(f) have regard for the scale and characteristics of the surrounding neighbourhood reflected in site and architectural design guidelines.

PART 8

Residential Policy

8.0 RESIDENTIAL POLICY

8.1 HOUSING MIX

8.1.1 In cooperation with developers and other government agencies, the Town will endeavour to ensure the provision of:

(a) a range of dwelling and lot sizes,

(b) a variety of housing types,

(c) an adequate supply of rental units, and

(d) social housing to meet special housi ~ needs in the community.

8.1.2 The Town may encourage the development of innovative housing including new building forms, design and construction techniques.

8.1.3 Rehabilitation of older, structurally sound housing units, will be encouraged, wherever feasible.

8.2 NEIGHBOURHOOD PLANNING

8.2.1 The Town will adopt the neighbourhood as the basic planning unit for future residential development and redevelopment. Ongoing development of three separate neighbourhoods, Centennial Park, Ochre Park and Southside, is expected to occur during the time frame of the general plan. Ultimately, it is anticipated that the boundary of two of these neighbourhoods may be extended beyond the existing Town boundaries.

8.2.2 The Town may prepare or assist in the preparation of an area structure plan, or plans, for all, or part(s) of the designated neighbourhoods.

8.2.3 The Town's overall density of residential development within a designated neighbourhood unit should be approximately 15 persons per gross residential acre. As average household size declines, however, a somewhat higher overall density standard should be considered.

8.2.4 Medium density (multiple) housing development will be permitted in each neighbourhood unit. Multiple housing sites should be spread throughout the neighbourhood rather than being concentrated in any one area.

8.2.5 Maximum permitted development densities for medium density (multiple family) housing should be as follows:

(a) 89 units per net hectare (36 units per net acre) for sites with multiple family buildings containing 8 or more dwelling units; or,

(b) 35 units per net hectare (14 units per net acre) for sites with multiple family buildings containing less than 8 dwelling units.

8.2.6 Medium density (multiple family) buildings should not exceed four storeys in height, nor contain more than 40 dwelling units.

8.2.7 Notwithstanding Policy 8.2.6, the Town may permit multiple family buildings which exceed four storeys in height or contain more than 40 dwelling units if such a building does not compromise the character of the immediate area, if the existing roadway system and other public services can accommodate additional traffic flows, and if immediate recreational facilities and open space are provided, on/or adjacent to the site.

8.3 SUBDIVISION AND SITE PLANNING

8.3.1 Different housing types should be appropriately related to neighbourhood and Town facilities and services and to schools. Senior citizens' housing and apartment buildings, for example, should be close to commercial facilities.

8.3.2 Only compatible housing types should be sited adjacent to one another. Walkup apartment buildings, for example, are compatible with townhouses but are incompatible with low density house types.

8.3.3 Subdivision and site planning techniques using building forms, landscaping features, etc., should be used to: reduce adverse effects of noise sources such as railways and major roadways on residential areas; foster a sense of neighbourhood security; reduce energy loss; and, provide visual privacy.

8.3.4 Dwellings should have an adequate outdoor amenity area and should be designed so as to minimize energy loss.

8.3.5 The Town may use architectural control of major developments so as to create an aesthetically pleasing residential environment.

8.3.6 The Town shall require a minimum 60.96 metres (200 feet) setback from the edge of the railway right-of-way to the nearest residential structure in any new development area. A distance less that 60.96 metres (200 feet) but not less than 27.43 metres (90 feet) may be acceptable provided sufficient noise attenuation measures such as berms, fencing, or planted screen are taken to reduce the noise to an acceptable level.

8.3.7 The noise levels for those areas so designated should be established prior to subdivision by the use of prediction techniques acceptable to Alberta Transportation. The developer shall be require to prove, to the satisfaction of the Town, that the noise level in outdoor residential areas is the lowest level technically attainable. In no case shall predicted noise levels in new development areas exceed 65 DBA LDN in outdoor areas and 35 DBA LDN within the dwelling unit.

8.4 CENTRAL AREA

8.4.1 The Town may encourage higher density housing in conjunction with commercial and office development where adequate off-street parking facilities can be provided.

8.4.2 The Town will support the development of medium density housing at suitable locations within the designated Central Area except within the proposed central commercial area.

8.5 DEVELOPMENT PHASING

8.5.1 The Town shall require the staging of future development in order to ensure contiguous development and the orderly extension of roadways and municipal services.

8.5.2 A stage of subdivision should provide a supply of lots that could reasonably be expected to be fully developed within a two-year time frame.

The size of each stage should be large enough to offer a variety of housing types and to meet anticipated residential demands. All amenities such as parks, landscaping or recreational facilities should be phased along with the construction of the dwelling units.

8.5.3 The Town should not allow successive stages of subdivision until the majority of lots in the previous stages have been issued building permits or unless the developer can clearly demonstrate that the lots in a successive stage would not remain undeveloped for an extended period of time.

PART 9

Community Facilities Policy

9.0 COMMUNITY FACILITIES POLICY

9.1 CENTRAL AREA FACILITIES

9.1.1 The Town will investigate the feasibility of developing a driving range facility south of the Multiplex Site in conjunction with the Golf Club.

9.1.2 The Town will continue to cooperate with and assist the School Board in developing baseball, track and field, and gymnasium facilities for community-wide use at the Redwater High School Site.

9.1.3 The Town will endeavour to locate major recreational areas and facilities intended for community-wide use within the Central Area.

9.1.4 The Town may undertake fairly extensive park development in conjunction with the proposed 'civic center' development on the existing Primary School Site.

9.2 NEIGHBOURHOOD FACILITIES

9.2.1 The Town will endeavour to provide a multiple-use recreation area as close as possible to the center of each designated Neighbourhood, preferably adjoining an elementary school and within walking distance of every home.

9.2.2 The Town will endeavour to determine the level of community interest in developing a lawn bowling facility in the Centennial Park Neighbourhood, possibly at Northend Park.

9.2.3 The Town will support the development of a bikeway in the Ochre Park Neighbourhood within the existing pipeline right-of-way extending from 48th Avenue to the new elementary school. This right-of-way appears especially well-suited for development of the Town's first bikeway facility.

9.3 RECREATION AREAS AND FACILITIES - GENERAL

9.3.1 The Town will endeavour to ensure the development of attractive, highly accessible, well-maintained recreation areas and facilities which offer adequate space for activities, convenience for users and variety in terms of size, location, natural features and development potential.

9.3.2 The Town will endeavour to ensure the efficient use and economic provision of recreation areas and facilities by striving for optimum utilization of available space and economy in construction, maintenance and operation.

9.3.3 The integration of powerline and pipeline rights-of-way into future developments, either as open space elements such as bicycle paths and walkways or as buffers to separate incompatible land uses, will be encouraged.

9.3.4 The Town will ensure the continued development of a system of recreation areas and facilities for community-wide use; for neighbourhood use; and for preschoolers (i.e. tot lots).

9.3.5 The Town will ensure that all recreation areas and facilities are easily accessible to the population they serve and that this access is clearly defined and visible to the public.

9.3.6 The Town will ensure that the recreation areas and facilities system is based upon standards which are within the financial capabilities of the community to achieve.

9.3.7 In conjunction with the School Board, the Town will endeavour to encourage increased community use of school facilities and school grounds.

9.3.8 The Town will continue to utilize resources available through the Sturgeon Regional Recreation Council and will seek to establish a recreational resource base at the municipal level within the next five years, should population growth or community interest warrant it.

9.3.9 The Town will request the assistance of the Sturgeon Regional Recreation Council in order to assess the need for providing more recreational facilities, in particular for teens, and to examine the benefits of developing a bikeway network providing access to all major activity centers.

9.3.10 The Town will continue to investigate the feasibility of developing a major rodeo-fairground facility outside the Town.

9.3.11 The Town will continue to make provision for landscaping and tree planting in order to make recreation areas more attractive.

9.3.12 The Town will continue to provide playground equipment and make playground improvements in accordance with the recommendations of the Sturgeon Regional Recreation Council.

9.4 CULTURAL FACILITIES

9.4.1 The Town will continue to support the upgrading of existing facilities and improvements to library and museum services, and will endeavour to ensure that new library and museum facilities remain a high development priority. In addition, the Town may in future request the assistance of the Sturgeon Regional Recreation Council in order to assess the desirability of providing an indoor/outdoor live stage facility in conjunction with future library and museum facilities.

9.4.2 The Town will endeavour to ensure that major cultural facilities are provided as required within the Central Area.

9.5 PROGRAMS

9.5.1 The Town will utilize the resources available through the Sturgeon Regional Recreation Council to examine in greater detail;

(a) the perceived inadequacy of recreation programming for teens and arts/crafts programming for teens and adults relative to other age groups;

(b) use of pool facilities in light of residents' expressed need for more swimming programs;

(c) club formation, specifically, a teen/youth club, a photography club, a health club, a bridge club, and a dance club, and

(d) possibilities for providing more fitness programs such as gymnastics, aerobics, etc., more arts programs for children such as painting, drawing and music, and crafts programs for adults such as woodworking and carpentry.

9.5.2 The Town will encourage more active participation by individuals and community groups in planning the community's recreation program.

9.6 PROTECTIVE/EMERGENCY SERVICES

9.6.1 The Town will continue to assess the level of municipal protective/emergency servicing. Attention will be focussed primarily on staff, equipment and space requirements to ensure adequate fire protection. More volunteers who work in Town are needed and if the recruitment of additional volunteers fails the Town may have to have a limited number of paid men. Moreover, a full-time paid Fire Chief may be necessary within five years; (this person should also be available to do fire prevention inspections).

9.6.2 The Town will encourage the Royal Canadian Mounted Police to work with various community groups in an effort to sponsor an awareness of crime in Redwater and a preventive attitude among Town residents. At the request of the Royal Canadian Mounted Police a 'Neighbourhood Watch Community' sign will be erected.

9.7 HEALTH AND SOCIAL SERVICES

9.7.1 The Town will endeavour to ensure the expansion of social services to residents as the need arises. Priority will be given to day-care/afterschool-care facilities and to the establishment of a local office of Alberta Health and Social Services.

9.7.2 The Town will endeavour to ensure the expansion of health services as required to meet residents' needs.

9.8 SCHOOL FACILITIES

9.8.1 The Town, in conjunction with the School Board, will endeavour to provide sufficient schools to meet the student requirements of each neighbourhood and to ensure that school construction keeps pace with residential development.

9.8.2 The Town will cooperate with the appropriate agencies with respect to renovating and updating existing schools.

PART 10

Transportation and Municipal Servicing Policy

10. TRANSPORTATION AND MUNICIPAL SERVICING POLICY

10.1 TRANSPORTATION

10.1.1 The Town will endeavour to ensure the future development of a network of arterial and collector roadways in the configuration indicated in the Town of Redwater Transportation Study, 1981 inasmuch as:

(a) the transportation system complements future land use proposals;

(b) the hierarchy of roadways comprising the network will achieve efficient traffic movement in and through the Town;

(c) the system will minimize unwarranted heavy volumes of traffic in sensitive areas (through traffic should be eliminated where possible from the downtown, residential and institutional areas); and,

(d) the elements of the transportation system themselves are mutually complementary.

10.1.2 The Town will endeavour to protect from encroachment by other uses sufficient land for future arterial road rights-of-way as recommended in the Town of Redwater Transportation Study, 1981.

10.1.3 Control of access along sections of 48th Avenue and 44th Street which comprise part of the provincial highway system (Highway #38) shall meet the requirements of Alberta Transportation.

10.1.4 Direct access to arterial roads from adjacent properties will not be permitted in order to emphasize the most important function of these roadways which is to accommodate high volume traffic flows.

10.1.5 The Town will formally designate a truck route system as indicated in the Town of Redwater Transportation Study, 1981.

10.1.6 The Town will follow traffic control policy guidelines as recommended in the Town of Redwater Transportation Study, 1981 and will utilize those guidelines to assess those improvements suggested by residents relating to traffic control and signs.

10.1.7 The Town will endeavour to enhance the appearance of roadways. Developers will be required to provide landscaping, including trees, along the medians and boulevards of divided roads and along boulevards of undivided roads where separate sidewalks are provided.

10.1.8 The Town may encourage the development of separate walkway and bikeway systems adjacent to collector roads in new residential areas linking them to industrial areas and to recreation areas and facilities. The rights-of-way for bikeways would be considered and protected at the time of subdivision.

10.2 MUNICIPAL SERVICES

10.2.1 The Town will endeavour to ensure the provision, throughout the Town, of: a reliable water supply and distribution system in terms of capacity and supply rate; an environmentally acceptable sewage collection and treatment system; and an efficient stormwater collection system, in the basic patterns indicated in the Town of Redwater Municipal Servicing Report, 1980.

10.2.2 The Town will endeavour to maintain flexibility in the extending of municipal services into newly developed areas and will ensure that developers provide excess capacity to allow extensions into future development areas.

10.2.3 The Town will ensure that adequate space is acquired, as needed, for municipal services.

10.2.4 Where appropriate, municipal services in new areas will be integrated with existing facilities.

10.2.5 The Town will require the preparation of a servicing scheme and a detailed geo-technical study prior to area structure plan or subdivision approval.

10.2.6 The Town will continue to collect basic data for future engineering review, to supplement the findings of the Town of Redwater Municipal Servicing Report, 1980, and to improve the accuracy of the future projections.

10.3 PIPELINES

10.3.1 Any new subdivision near a pipeline right-of-way shall be designed in such a manner that a 15.2 metre (50 feet) setback, from the nearest edge of any pipeline right-of-way to any permanent structure, may be provided on lots adjacent to the right-of-way.

PART 11

Community Development Policy

11.0 COMMUNITY DEVELOPMENT POLICY

11.1 ACTIVITY CENTERS

11.1.1 The Town will endeavour to ensure the development of an attractive, activity-oriented and highly accessible Central Area to provide a focus for social interaction at the community level, and to foster a sense of community identity and spirit.

11.1.2 The Town will endeavour to ensure the development of three distinct residential neighbourhood areas, to facilitate the provision of certain services, and to provide opportunities for social interaction at the neighbourhood level.

11.2 COMMUNITY REDEVELOPMENT

11.2.1 The Town will continue its efforts to upgrade existing run-down areas.

The Town will monitor apparent redevelopment pressures in older areas, and in the Southside area in particular, when assessing the need for specific area redevelopment plans. Where necessary, the Town may prepare or assist in the preparation of area redevelopment plans. Insofar as possible, the Town will encourage, where economically feasible, the rehabilitation of older buildings by private individuals and will assist in the upgrading of older areas in the Southside Neighbourhood.

11.3 CITIZEN PARTICIPATION

11.3.1 Input into planning of community facilities and services will be sought from people residing in areas likely to be served. The Town will support community organizations and continue to seek their involvement in the planning and development of community facilities and services.

11.3.2 To encourage citizen participation the Town will:

(a) continue to seek residents' views on the planning and development of Redwater through surveys and other public participation processes;

(b) continue to make public the procedures for the evaluation of development proposals;

(c) where appropriate, involve the public in the evaluation of development proposals; and,

(d) allow sufficient time for residents to make their views known.

11.4 SOCIAL IMPACT

11.4.1 The Town may request a social impact assessment report outlining the groups likely to be affected by major development proposals, the project's positive and negative effects, and the ways of minimizing the negative effects of development prior to granting approval.

11.5 HISTORIC PRESERVATION

11.5.1 The Town will utilize architectural control which may involve building height restriction and/or facade treatment, building setbacks, sign placement and landscaping requirements for future development in the vicinity of the Greek Orthodox Church on 44th Street in order to ensure that views of the Church are protected, that neighbouring uses are compatible, and that the Church remains a prominent historic, cultural and architectural feature of the Town.

PART 12

Future Development Plan

12.0 FUTURE DEVELOPMENT PLAN

Certain policies have definite future land use and/or development implications. These policies are given spatial definition through the preparation of a Future Development Plan for the municipality (Figures 8 and 9). The Future Development Plan is intended to further assist Council and others in land use and development and will provide a basis for reviewing the Town's Land Use Bylaw in order to ensure conformance with the General Municipal Plan.

Based on an analysis of:

(a) land resources and land use features affecting future urban form;

(b) economic development and population growth prospects;

(c) existing public services;

(d) community planning perspectives;

(e) transportation and municipal servicing plans recently prepared for the Town; and,

(f) recent development plans and proposals,

the Future Development Plan is considered to represent a desirable development pattern. It has the following major advantages:

(a) projected residential, industrial, commercial and community recreational space requirements are satisfied;

(b) all existing residential and industrial development commitments are honored;

(c) the Town's long-range transportation and municipal servicing commitments are honored;

(d) potentially incompatible residential and industrial land uses are separated;

(e) within the context of a Central Area development concept: the central business district remains the predominant commercial area in the Town, a focus for civic administrative and cultural activities is identified, and the locational advantages of the existing centrally located recreational complex are recognized; and,

(f) additional planning flexibility is provided by identifying potential residential, highway commercial and industrial areas proposed for development after a threshold population of approximately 5,000 is reached.

Figure 8

FUTURE DEVELOPMENT PLAN

Urban Form Concept

1 Central Area

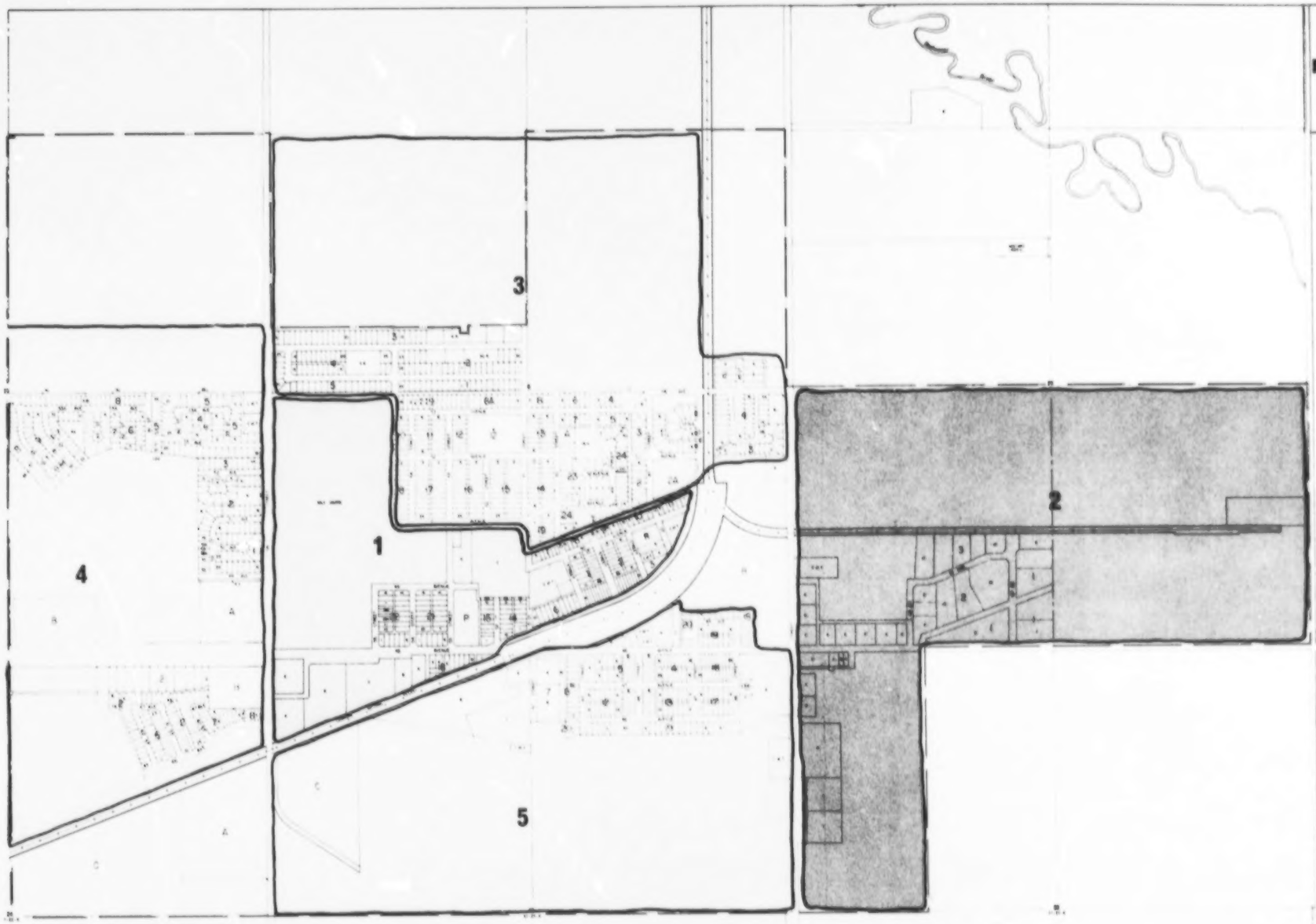
2 East Industrial Area

NEIGHBOURHOOD

3 Centennial Park

4 Ochre Park

5 Southside



General Municipal Plan

Edmonton Metropolitan Regional Planning Commission

TOWN of REDWATER

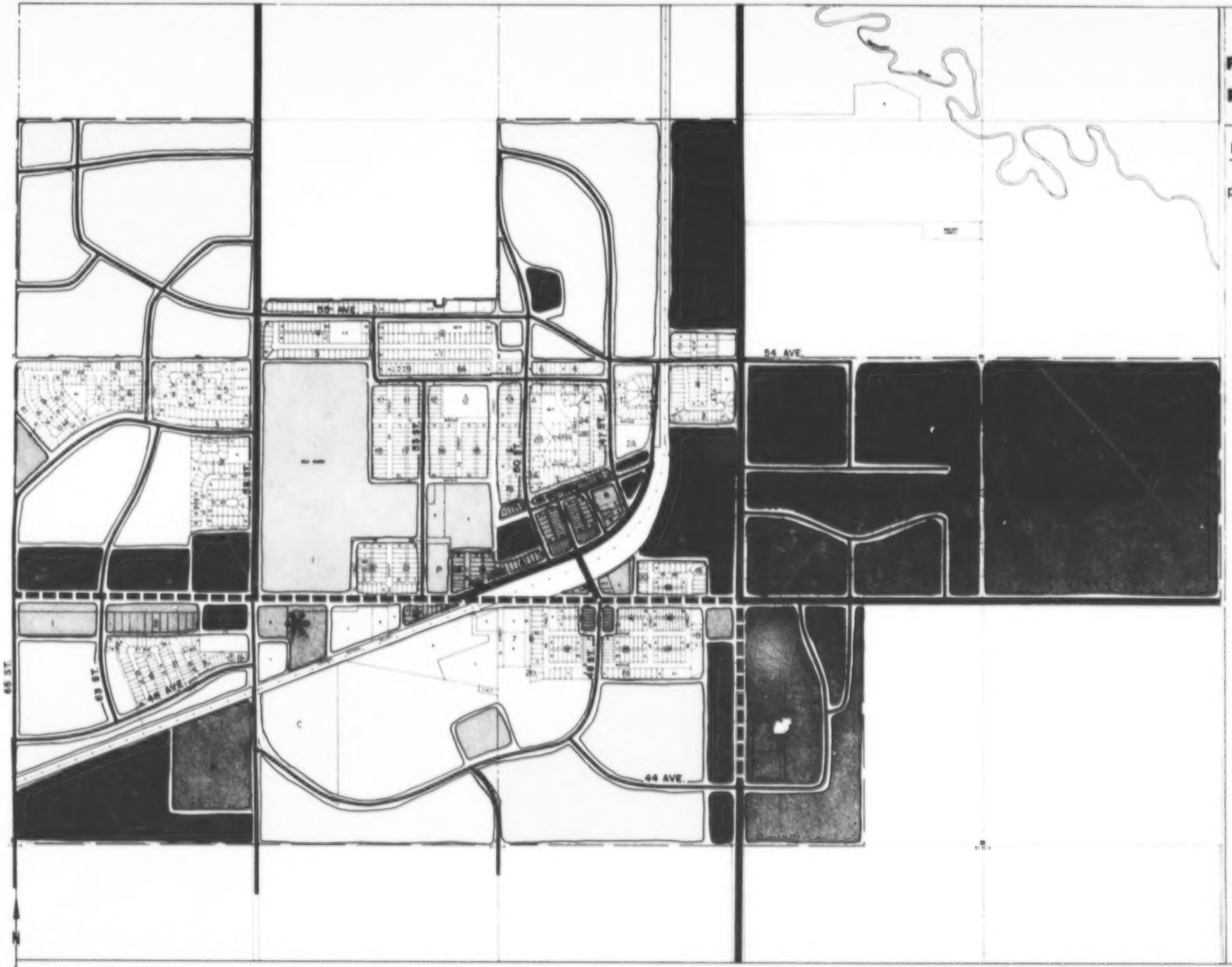


Figure 9

FUTURE DEVELOPMENT PLAN

Proposed Development Areas

Proposed For Development		Land Use
to 5000 population	after 5000 population	
■	■	Industrial
▨		Central Commercial
▨	■	Highway Commercial
□	□	Residential
■		Public / Semi-Public Buildings
▨	■	Neighbourhood Recreation Facilities / Elementary School Site
▭		Community Recreation Facilities
*		Community Shopping Centre

ROADWAYS

- Arterial - 4 Lane Undivided
- Arterial - 2 Lane Undivided
- Collector - 2 Lane Undivided

General Municipal Plan

Edmonton Metropolitan Regional Planning Commission

TOWN of REDWATER